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# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**Volume VI • Number 3**



# THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**VOL. VI • DECEMBER 1987 • NO. 3**

● **William E. Olson, Editor** ●  
● **842 Mission Hills Lane, Worthington, Ohio 43085** ●

## And Now... Poetry?

The Editor's Annual Christmas Message is brought to you this year through our Fearless Label-Maker, Steve Weinstein (#532), who seems to have been impressed with the Romantic Fable in Issue 1. (Steve also seems to have forgotten that Fictional Fables have appeared in these pages previously: "Modern Living," Vol. III - No. 4; "Tales from Bucks County," Vol. IV - No. 6). In a recent note to me, he wrote:

"As usual, a great job on the September issue. And now fiction! I expect poetry in the near future."

Well, we had poetry in Issue 2, at least two lines of it, but I didn't write that, I only quoted it -- and it was corny, anyway. To quote again -- a famous fictional butler this time -- "I endeavor to give satisfaction." So, Steve, here it is: an Authentic, Original Poem, by me. I even made you the hero.

I

'Twas the Night Before Christmas,  
And down in the cellah,  
Steve wrapped his wife's present,  
A most happy fellah.

A Floor Jack! She'll love it  
Steve said with a grin:  
How much better than jewelry,  
Or candy, or gin.

(CONTINUED)



**FOUNDED BY DAVE LEWIS**





A Practical Present's  
The best, that she knows,  
To keep cars running smoothly  
For next summer's shows.

Steve finished. And laying  
A hand to his nose,  
And making a smirk,  
Up the stairway he rose.

## II

'Twas the Day After Christmas,  
Twenty-sixth of December;  
And no doubt at all,  
'Twas a day to remember.

Steve sat by the phone,  
In his head a sharp pain.  
Just what had gone wrong,  
He could still not explain.

His wife's at her mother's.  
Her lawyer is saying  
She's not coming back,  
And he'd better start paying.

That gift was so fine,  
But now, what a pickle!  
Not wanting a floor jack --  
"Damn! Women are fickle!"

To forestall Bombardment of Feminist Outrage from the women  
who read this -- I know there are some, since that has happened  
before -- I turn quickly to the

### MORAL AND CHRISTMAS MESSAGE:

If you wish to avoid  
Matrimonial Rifts,  
Jewels, not a Jack  
Are Appropriate Gifts.

If you wish to avoid  
Psychological Scars,  
Tell your wife that You Love Her  
As much as the Cars.

What? More than the Cars? Ladies, for heaven's sake, BE  
REASONABLE!

*Happy New Year! - Bill*



## COVER CAR



Our cover car for this issue is Paul Cusano's magnificent 1938 Special convertible sedan (model 40C). The car, which has won numerous prizes including AACA National Firsts, is "Homer Grey" (not "Whistler Grey," a darker shade, as indicated in the last issue) with the optional Dante Red wheel color, red leather upholstery, and tan top. Only 946 of these were made; with 170 of that number being exported, and -- needless to say -- very few survive. Paul (#052), a New Jersey physician, has been a loyal and active member of the Club since the beginning, and is one of our authorities on 1938 accessories and authenticity.

### BACK ISSUES

Copies of all Volume V issues (1 through 9; Sept. '86 - July '87) are available from:

Paul B. Culp, Jr. (#508)  
RR 2 - Box 411  
Perkasie, PA 18944

In addition, Paul has a few copies of some Volume IV issues. All issues are \$3.00 each, postpaid, sent by third class mail, parcel post or UPS, depending on the number shipped. In accordance with a practice begun a few years ago, I have sent all the back issues to Paul. The sale of these helps defray the considerable expense Paul incurs in preparing the fine technical photographs that often grace these pages. (It also gets all the cartons out of my garage and into his garage.) The Volume V issues were, by and large, among the best we have ever had, and new members should find them very helpful and interesting.

### LITERATURE NEEDED

The Club has a set of Dealer Service Bulletins for the period September 1, 1937 through July 15, 1938. This is an abridged compilation of bulletins originally issued at various times during that period, and is identified as BPS 2.84. These bulletins are largely devoted to 1938 models. If anyone has good copies, or originals, of bulletins covering 1937 models, I would very much like to make copies of these. (The compilation preceding BPS 2.84 would probably be called "Abridged Edition IV," and the individual bulletins would have numbers lower than 2.013.) I would prefer a loan of originals, since I have access to machines that make the best photocopies, and a poor photocopy cannot be improved. I will return any loaned original material promptly, usually within a few days of receipt. Dealer Service Bulletins are extremely helpful to the restorer. Can you help?

### THANKS

As we near the Holiday Season and the New Year, it seems appropriate to thank once again all who have written to me, for the kind and encouraging words. I'm sorry I can't respond to each one; believe me, however, I appreciate it all. Special thanks are also due those who have contributed articles, photos, information, and -- last but not least -- parts ads, of which we need more. Special thanks also to Dave Lewis for starting the World's Greatest Little Car Club.

*Bill*

"NUMBER ONE BOY." This ad from the April 1937 *National Geographic* is interesting for more than its use of a now-unacceptable term for a servant. Buick had a sales office in China in those days and obviously interested some big-shots. Wouldn't it be great to discover that one of these cars survived the War and all the Revolutions?



# "Number One Boy"

WHEREVER YOU MEET IT!

HERE'S a situation worth mention—here the East *has* met the West and found it very much to its liking!

In ancient China, where a true and faithful servant is both appreciated and respected, Buick plays the role of Number One Boy for transportation in many an honorable household.

In this great car Occidental dash and vigor mingle with Oriental suavity to serve the modern needs of China's moderns as they should be served.

#### BUICK SERVES

##### THESE LEADERS OF MODERN CHINA

The President of the National Government  
The President of the Executive Yuan  
Ministers of the Navy and the Army  
The Former President of the Executive Yuan  
The Ministers of Finance, of Foreign Affairs and of Railways  
The Vice-president, the Chief of Staff and Two Members of the Military Council  
The Commander of National Defense  
The Governor of Fukien Province  
The Presidents of the Ministry of Examination Yuan, the Censorial Yuan, and the Legislative Yuan

In fact, wherever you meet Buick, in China, South Africa, Europe, the Americas, it's Number One Boy of its field—a car that earns top place by ability and character.



# "It's Buick again!"

YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR



# CLUB NEWS

THIS CLUB IS NOT A BUSINESS!  
THE EDITOR IS NOT RETIRED!

It dawned on the Editor recently that some members apparently think this Club is run by me as a business. Nothing could be further from the truth. Since I have written about this in the past, I thought it was pretty clear, but I guess I must suffer — as must all authors — with the realization that not everyone reads what I write.

## I HOPE YOU ALL READ THIS!

Let us begin with these Fundamental Propositions: (1) I work for a living and run this Club in my spare time; (2) running the Club and composing and editing this publication consume at least 50 hours each month, or an average of one hour and 37 minutes every day of the year; (3) neither I nor any other person who contributes to these pages or to Club affairs receives for those efforts any payment or financial benefit of any kind; (4) all such persons, and I, are motivated by a genuine desire to assist our fellow men (and women), to improve the state of knowledge of 1937 and 1938 Buicks and auto restoration generally, to provide a little entertainment and fun along the way, and to reap the satisfactions of doing something worthwhile.

In Real Life I am neither Lamont Cranston nor Clark Kent, and have no Super-human Powers. I am, rather Chief Legal Counsel for the Fuel Supply Division of the American Electric Power System — a seven-state electric utility system serving some seven million customers.

The "offices" of the Club consist of my office in Lancaster, Ohio and my family room at home. All of the typed material in these pages — and that is all of the text except a few lines here and there, some parts ads and the "new members," which I do — is typed by my secretary. Fortunately for us, she actually seems to enjoy it, by and large: a relief from the usual stuff lawyers turn out. All of the headlines — that is, any lettering larger than typewriter size — are done by me. This is done either by using standard stuff done up for us by artist Dug Waggoner (#010) — e.g. "The Torque Tube," "Technical Tips," etc. — by making a photocopy of something that I used in an earlier issue, or by creating it, letter by letter, with "dry transfer" lettering sheets. The latter are semi-expensive, and come in a dazzling profusion of alphabets, numbers, and designs. This is an example:

## **This is 24-point Times Bold**

("Point" refers to the size of the letters, one "point" being about 1/72 inch.) The little "Buick 8" and other decorations I sprinkle around were originally photocopies of Buick literature. Through the magic of the modern Xerox machine, these have been reduced and enlarged and copied over and over. (Rather like breeding fruit flies.) The borders come from "Clip-Art" books of such things. All of the layout is cut-and-paste work done on my kitchen table.

(CONTINUED)

All of this is to say that, except for the photographs, each page is taken to the printer "camera-ready." The printer makes "half-tones" of the photos, and places these in the appropriate spots, hopefully straight and right-side-up. (See Vol. V, No. 8, page 26 for an example of an upside-down photo; I'll bet most of you missed it.) He then makes the pages into "leaves," each consisting of two pages (e.g. the first page and the last page, the second and the next-to-last, etc.). These are photo-offset onto "plates" and run through the press. All the leaves are then collated and stapled into "books," trimmed, and given to me. I then stuff 'em into envelopes, label, stamp and seal these, and mail 'em.

As indicated previously, the labels are made by Steve Weinstein (#532) on his home computer. The Annual Roster is done by Mike Vosganian (#447) on his home computer. Other than that, no computers, typesetting machines, or other devices more sophisticated than an electronic typewriter and a Xerox machine are used. Computers frighten me.

I suppose I should add that, except for text plainly labeled as "by" someone else, and the ads, I write all the words. In truth, it's kinda fun. I also call people, and write to people, more-or-less continuously, badgering them for information and answers to questions. And that, pretty much, is the whole thing. Now I suppose you want to know how your money is spent. Read on.

### MONEY MATTERS

Set forth below is a Financial Statement of the Club as of the end of the last "fiscal year" (Volume V): August 31, 1987. We ended that twelve-month period with more in the bank than I had anticipated. As indicated in Issue 1, this resulted primarily from the sale of the upholstery kit donated to us by Hampton Coach, the fact that the Club Show made a little money, and my decision in 1986 not to take advertising revenue into account in determining the dues structure. (I did not know how much advertising there would be, and to some extent still don't, but it seems safe to assume it will continue at about the Vol. V level.) In addition, funds must be set aside — at least on paper — to complete the subscriptions of members who joined for more than one year. You may also wish to note that the Editor is not an accountant. I am not even methodical or well-organized. Some of the entries are estimates, since I failed to note down every dollar, but I believe these are close.

My intention — which I think a prudent one — is to keep some financial "cushion" against possible future increases in printing cost or postage rates. Both are probably inevitable, sooner or later. However, since we have a little more money than I expected, I will try to give you more for your money. This will take the form of either: (1) more expensive but better photo reproduction; or (2) some extra pages of useful material in one or more issues; or (3) a "bonus" issue, or (4) a reduction in dues next year, or (5) something else. Your ideas are welcome.

When I took over management of the Club in mid-1984, it was broke: in fact, Dave Lewis and I both put some of our own money into it to keep it going. I don't remember how much mine was, and it doesn't matter now. I've had fun and gained knowledge worth ten-fold whatever it was. When the Club started in 1980, the annual dues for first class mail were \$26.00. Seven years later, the dues have risen 7½ percent, although in the same period the Consumer Price Index rose 12 percent, and the Index for Motor Vehicle Parts rose 42 percent. Now I feel the Club is financially sound. Moreover, even in my most modest moments I believe the quality of this publication has increased substantially. Most important, the overall esprit de corps and loyalty of the membership has never been higher. I think we've done well, and hope you all agree.



FINANCIAL STATEMENT AS OF AUGUST 31, 1987

Cash on Hand 8/31/86	\$1,098.98
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REVENUE

Dues	\$10,288.34
Sale of Upholstery Kit	500.00
Sale of Back Issues	90.00
Advertising	487.50
Club Show Surplus	100.00
Interest on Bank Account	262.34
Sale of Decals	30.00
	<hr/>
	\$11,758.18

EXPENSE

Printing & Envelopes	\$6,746.00
Postage	2,869.00
Photo Printing	50.00
Art & Layout Supplies	110.00
Telephone	170.00
Decals Purchased	118.00
Reference Material Purchased	119.00
Bank Service Charges	47.87
	<hr/>
	\$10,229.87

Cash on Hand 8/31/87	\$2,627.29
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ASSETS

Cash on Hand	\$2,627.29
Art & Layout Supplies	200.00
Reference Material	355.00
Decals	90.00
	<hr/>
	\$3,272.29

LIABILITIES

Reserve for Multi-Year Subscriptions	\$1,653.00
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NET WORTH

\$1,619.29

There you have it, folks. If anyone has any questions or comments, let me hear them.

# MYSTERIES UNRAVELLED:



## CONVERTIBLE TOP WINDOWS

Some of you may remember that in August 1986, the Editor happily tooted up to the BCA Great Lakes Regional Meet in Cleveland. There I met Guy Bennett (#161), Mrs. Bennett, and their very interesting -- and very beautiful -- 1937 Special convertible coupe. Guy runs Guy Bennett's Buick in Wayland, New York (in the "Finger Lakes" region), a business started by his father. He showed me a photograph of the convertible, brand new, on his father's showroom floor in December 1936, and pointed out the seemingly-unusual rear window in the top: a semi-elliptical shape with a center division bar. Guy also told me about his long, difficult, and ultimately successful search for a set of window frames to match the photo, after he acquired the car many years -- and several tops -- later. From my report of this in Volume V, No. 1 came the opening of another Pandora's Box. Innocently, I had stirred up a question that had been bedeviling convertible owners for some time: what are the top windows supposed to look like? The first story was followed in Volume V, No. 3 (December 1986) with commentary by John Steed (#132) and my receipt in the mail of many pages of small handwriting, plus numerous drawings and other exhibits, from Jack Shepherd (#138) in Canada. The sheer bulk of the latter led me quickly to conclude that if convertible owners were so damned interested in this obscure business, they ought to figure it out themselves. I shipped the whole package to John Steed, and charged him with the job of so doing. When I saw John last summer, he looked a trifle sheepish, and promised that the results would soon be ready. Here they are.

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The car that started it all, Guy Bennett's 1937 Special convertible coupe, is shown above.



## CONVERTIBLE TOP WINDOWS



Article by John Steed - Greenwood, Indiana

After almost a year I have finally reached some conclusions concerning the '37 and '38 convertible top windows. Often the facts are conflicting. Most of the conflicts can be explained by saying that Buick was not consistent in their use of rear windows for convertibles.

Bill gave me this assignment when I questioned whether all '37 convertible coupes had a window like that in Guy Bennett's car. (See Volume V Numbers 1 and 3 of the Torque Tube.) After writing the Volume V articles, Bill received a thirty-plus page "treatise" from Jack Shepherd. At that time Bill passed the buck to me - Thanks Bill!

Several other members and friends have provided information that has been included in this study. In the interest of space, most of the evidence and explanations will not be included. However, all of it was considered and I wish to thank the following persons for giving Jack or me their input: Joe Amman, Guy Bennett, Jim Childs, Jim Crawford, Dick Der Marderosian, James Hernke, Jim Malone, Dan McLaughlin, Lauren Matley, Joe Mitchell, Pat Moyer, Marshall Nelson, Bob Pipkin, Tony Romero, Tom Schuttish, Jack Shepherd, and Charles Van Koten.

I do not feel that these conclusions are final. However, based upon all of the information provided, they seem to be the only conclusions that can be made. If any one has information that shows these conclusions incorrect please come forward. This project was intended to determine the facts: exactly what windows were used originally? But we must remember that much of what Buick published was based on what was available at the time or what Buick thought would be available. So, even owner's manuals, shop manuals, master parts lists, and catalogues only tend to prove one correct answer; they do not necessarily prove that other answers are incorrect. In other words, more than one window may have been used in the same year and model.

The information I have received seems to show a general lack of consistency on Buick's part concerning which windows were used in the convertibles. This is especially true with the '37 convertible sedans!

I believe Buick used four different windows in the '37-'38 convertibles. Jack Shepherd uses the word "intended" in his treatise. I believe this is a good word to use. We can reach fairly sound conclusions about what was planned in the original design of each car; it is known, however, **that** original plans were not always carried out throughout an entire model year. This is clearly true of water pumps, fuel pumps and other mechanical parts that were changed during 1938 production. It is also clearly true of some "trim" items. It is thus logical to conclude that changes from the "intended" convertible top windows were made during production, most likely to compensate for shortages or over-supplies, or both.

Figures 1 through 4 show the information I have on the four windows. I do not have any measurements for the Figure 1 window and the measurements for the Figure 2 window are estimates based on a tracing of the glass by Dick Der Marderosian.



(CONTINUED)



Figure 1 shows the intended window for all 1938 phaetons, i.e. 40, 60 and 80 series. This is Part #4096015.

1.

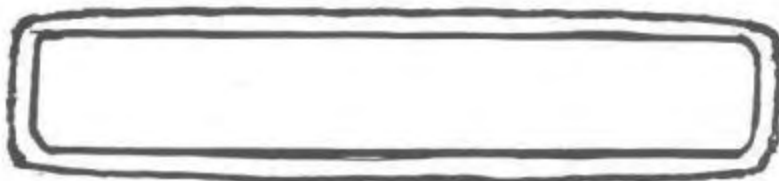


Figure 2 shows the intended window for 1937 convertible coupes and the Roadmaster phaeton. This drawing is not to scale but only shows the general shape. This window is not as deep as the Figure 4 window and has the division bar that Figure 4 does not have; the general shape is the same, however. This window has a wood cloth-covered interior frame while the other windows have a metal interior frame. This is Part #4073133 outer and its counter part inner frame is #4062799.

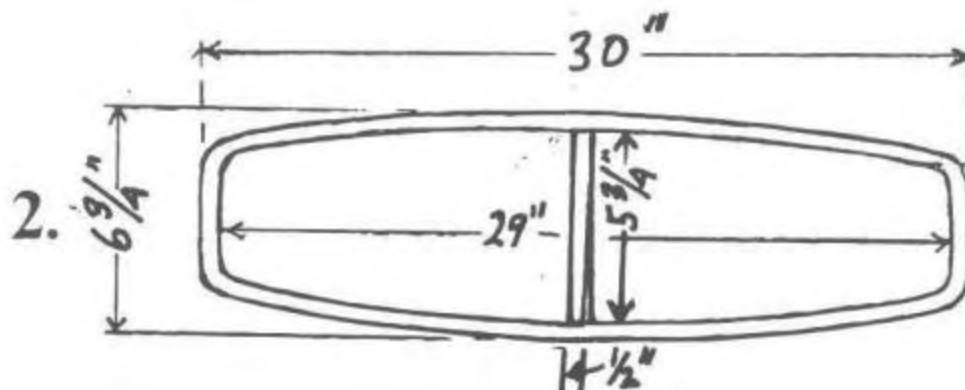


Figure 3 is closer to a rectangle than Figures 2 or 4. I believe it is the intended frame for '37 Special and Century phaetons, but that it was also used in some '37 Roadmaster phaetons. I know of five phaetons that have this window. I think this is Part #4079938.

3.

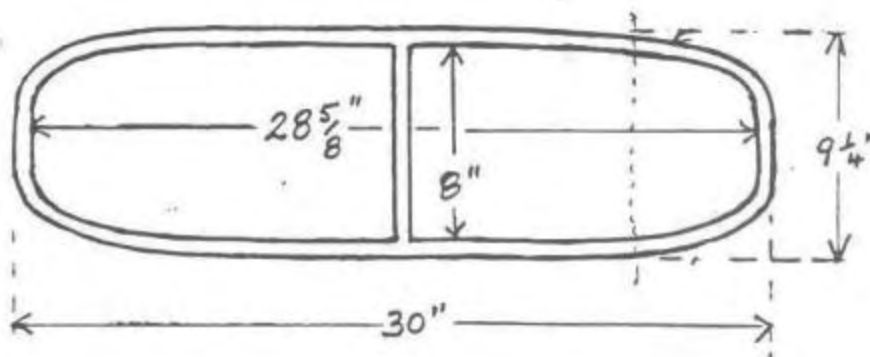
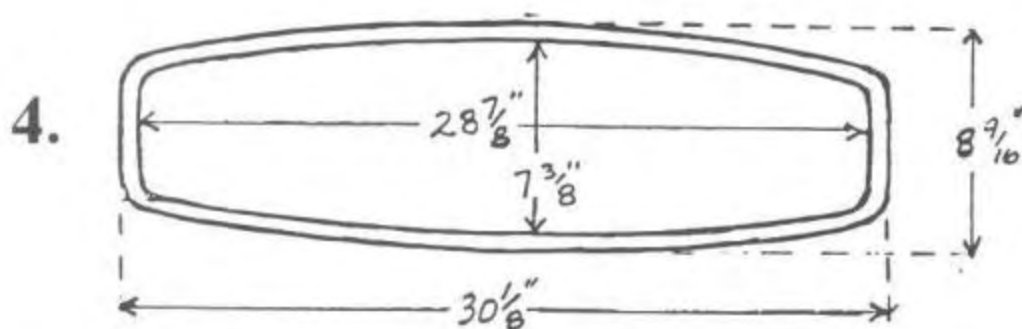


Figure 4 was used in all '38 convertible coupes. I believe it was probably used in some '37 convertible coupes towards the end of the year, perhaps to avoid the wood interior frame of the intended '37 frame. The Figure 4 frame was also used in '39 and '40 for both coupes and sedans in my opinion. This is Part #4084055 outer and #4084056 inner frame.



If I had any of these frames in my car I certainly would not change it. I would prefer to have the intended frame but if my car came with any one of these I would assume it to be correct unless proven otherwise. However, I am sure that not all rectangle windows are correct. Hopefully someone with a '38 phaeton will send in their measurements to Bill.

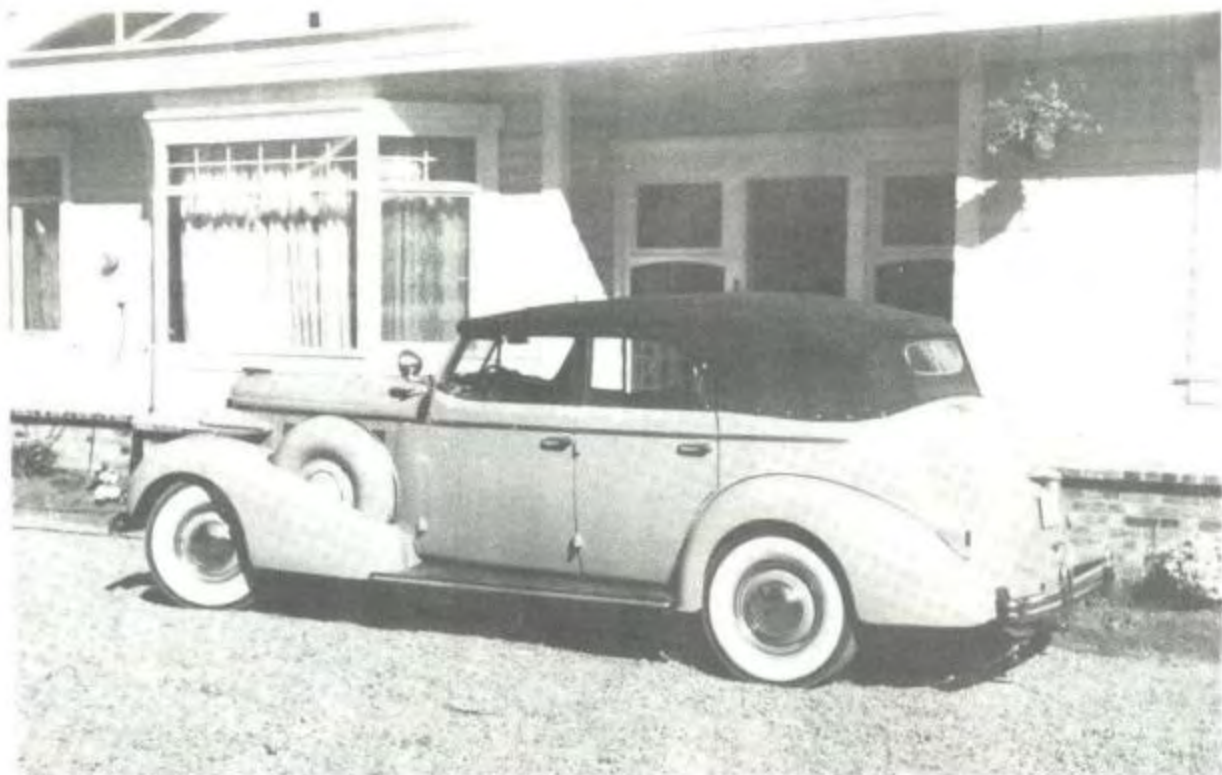
As a judge I would deduct for a plastic rear window. I might make a minor deduction for a window that is not one of these designs.

Again, special thanks to Jack Shepherd for all his work on this project.

As John indicates in the article, he omitted what would have been a lengthy -- and, even to convertible owners, perhaps tedious -- discussion of all the evidence upon which his conclusions are based. That evidence is quite substantial, and in my opinion supports the conclusions John has reached. Although he is the first to admit that the conclusions should not be considered "final," that is true of the conclusions drawn from most historical research, and we are clearly much closer to Ultimate Truth than a year ago.

Thanks to all ! - Bill





1937 Roadmaster convertible sedan owned by E. P. "Pat" Moyer (#665) of Chemainus, British Columbia. The rear window, which Pat believes to be original, can be clearly seen. This car appears to be "Samarra Beige", an unusual and -- to my mind -- very interesting and attractive color, particularly on convertibles.







# TECHNICAL TIPS



## BROKEN DISTRIBUTORS

You may recall that last issue's article on distributors concluded with a discussion of the old-time system: a "spark lever" on the steering wheel. No reason that system wouldn't still work. A friend who's into racing cars was thumbing through the distributor article, and was reminded of an incident many years ago when he was driving a Fiat — one of only about 30 then in the U.S. — in Arizona. The distributor advance mechanism went to self-destruct. Many miles from the nearest source of Fiat parts, he did what Paul Culp did: removed the entire advance mechanism. This enabled him to drive into town, with considerable sputtering. He then obtained a manual choke cable. The cable was clamped to the underside of the dash and run through a convenient hole in the firewall. The inner wire of the cable was then attached to the distributor body and the distributor mounting screws loosened slightly. By pulling out or pushing in on the cable, the distributor could be rotated through perhaps 20 degrees. This provided a primitive spark advance mechanism, rather like the old lever-on-the-wheel. Obviously, some experimentation was necessary, as well as improvisation of the cable attachments. I would think zero advance, or some retardation from zero, would be the "in" position of the cable handle; pulling out on the handle would then rotate the distributor clockwise, which would advance the spark. On 1937 cars and those 1938 engines having the "octane selector," the selector might be a good attachment point. Primitive, yes, but better than nothing if you get stuck. Some Sunday afternoon this winter, get a choke cable and various clamps and dope out how you'd do it if you had to.

## WINDSHIELD WASHERS - CAN YOU HELP?

A windshield washer was an option, at least in 1938. I know, because I've seen references to this in the Master Parts Book, and on my former car I had a wiper transmission that had little squirt holes in the external chrome parts. However, I have never seen the parts installed in any car. How did these work? Pump and electric motor? Where was the tank placed? What did it look like? Anyone having information, please send description and/or drawing to the Editor.

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## Support Our ADVERTISERS

BUICK TORQUE BALL SEAL KITS, include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)  
P.O. Box 616  
West Paterson, NJ 07424  
201/890-9682



# 1938 Production Changes



## Article by the Editor

Several months ago I had a discussion with Lou Wildt (#245) down in Cincinnati, Ohio. After retiring from Proctor and Gamble, and then retiring from being retired, Lou was getting down to serious work on the 1938 Special convertible coupe he bought several years ago. After scraping away a lot of grime, Lou found a dark gray engine with a two-stud rocker arm cover. The engine carried a 1938 number and showed no apparent signs of a major rebuild. After concluding from both the engine and serial numbers that the car had been among the last 1938 convertibles produced, we surmised that at some point late in the model year, 1939 features began creeping in. Subsequent research, with considerable assistance from Paul Cusano (#052), has confirmed that several changes, especially in 40-series cars, were made toward the end of the 1938 model year. In some cases, written documentation of these has been found; in others, we have used inference based on observed evidence.

The late 1938 changes for which reasonable evidence exists are summarized below. There may have been others that we do not know about, and Steed's Law bears repetition here: the correctness of one thing does not establish the incorrectness of all different things.

1. Trim. Beginning about June 20, 1938, some 40-series cars were upholstered with 60-series fabrics, both gray and brown. 1938 Specials did not have a standard gray "Bedford Cord" fabric and all mohair fabrics were taupe. It is therefore assumed that a 60-series Bedford Cord fabric is referred to here. (See Vol. V, No. 2, page 21.)

2. Steering Wheels. At about the same time, some 40-series cars received the "mahogany" color steering wheel rims used in large series cars.

3. Double-Action Fuel Pumps. Likewise at about the same time, approximately 4000 combination fuel and vacuum pumps were installed on 40-series cars with manual transmission. These pumps had been intended for use on cars equipped with the "Self-Shifter" transmission, which required a vacuum pump. (The "Self-Shifter" did not sell as well as anticipated.)

The foregoing three changes are covered by Dealer Service Bulletin BPS 2.84, page 85. As indicated therein, these items were installed at random to use up surplus material, and there is no record of the serial numbers of cars actually receiving the items.

4. Gray Engines. No written record of this has been found, but there are several reports of apparently - original 1938 engines finished with the charcoal gray paint used in 1939. Lou Wildt's engine also had the 1939-style rocker arm cover lettering: the "8" is positioned after "BUICK" rather than after "Dynaflash." (See the 1939 pages in Seventy Years of Buick.) A gray engine should have the two-stud cover, and in all likelihood should also have the combination oil filler cap and air inlet and the block drain pipe plug (see below). It is assumed that the green paint ran out sometime in the summer of 1938, and that the gray paint was already on hand. Whether the green paint was thereafter made available for use in engine repair work is not known. If you have a gray engine and wish to keep it that way, it is suggested the 1939 lettering be used.



5. Oil Filler Caps. A combination oil filler cap and air inlet became available around July 1, 1938. It is assumed these were used on at least some 1938 engines produced after that time, although there is no documentation of that. These caps were used on 1939 and later engines. It's a "can" with copper mesh inside, rather than a simple cap. (This is discussed in Dealer Service Bulletin BPS 2.84, pages 90 and 91, which cover operation in dusty conditions.)
6. Crankcase Ventilator. Some time prior to July 1, 1938, a new crankcase ventilator inlet, filled with copper gauze instead of hair, became available.
7. Block Drain. The cylinder block drain cock was replaced by a pipe plug. (Dealer Service Bulletin BPS 2.84, page 90.) Judging from the engine numbers, it is believed this change was made fairly late in the model year, although the numbers are not accurate indicators.
8. Two-Stud Rocker Arm Cover. 1937 and early 1938 covers have three holes for the attaching studs which project upward from the cylinder head. Later 1938 covers had two holes, and the center stud in the head was eliminated. (The holes in the "two-holer" are in the same locations as the forward and aft holes in the "three-holer.") It appears that this change went into effect earlier than those discussed above. It began with engine #4-3534043 for 40-series and #3525209 for 60, 80 and 90-series. These numbers fall somewhat earlier in the presumed sequence than those identified with the beginning of the new block drain. It is not possible to associate engine numbers with dates, and there appear to be gaps in the numbering sequence. Where the two-hole cover is used, the heater hose bracket should be attached to the forward spark plug cover stud. (Dealer Service Bulletin BPS 2.84, page 79.)

Set forth below are reproductions of the Dealer Service Bulletins referred to in the foregoing discussion.

BPS 2.84  
PAGE 85

The following deviations from regular 1938 production will be made in some jobs. Inasmuch as production will probably be somewhat intermittent on the three following changes, i.e., a change will not be necessarily confined to consecutive numbers, it will be difficult to record serial numbers of the jobs which vary from original standard production. Therefore, the following information is given so that Dealers, when encountering one of these jobs, will understand it is regular production and that the variation in equipment was made to properly balance out certain surpluses.

TRIM - A certain number of 40 Series jobs will be trimmed with the regular production material used in the 60 Series, both Gray and Brown. This is in order to use up some surplus upholstery material and will become effective in jobs built about June 20th.

STEERING WHEELS - A certain number of 40 Series jobs will be equipped with the Mahogany steering wheel rims.

COMBINATION FUEL AND VACUUM PUMP - In order to use up a surplus quantity of approximately 4000 combination fuel and vacuum pumps which were intended for use on S.S. transmission jobs, these will be installed in synchro-mesh transmission jobs at no additional cost to the owner. This applies only to Flint production.

PRODUCTION  
CHANGES  
1938



Drain cock, Part No. 1292039, located in the cylinder block at the right rear side was replaced in production by a pipe plug, Part No. 110318. To completely drain cylinder block this plug must be removed. The Parts Department will continue to carry the drain cock for service installations when required.

This change was effective in production with the following engine numbers:

Series 40 #4-3551777  
Series 60-80-90 #3542704

Special protection against dust entering crankcase ventilating system is necessary for cars operated in "dust areas" where heavy duty air cleaner equipment is required.

Material provided for 1937 and '38 models is as follows:

#### TIMING GEAR COVER

On the early 1937 Series 40 the timing chain cover and crankshaft oil slinger should be replaced by 1938 type parts as outlined in BPS 2.817 page 407. 1937 and 1938 Series 60-80-90 engines are equipped with the same type of seal at this point.

#### OIL FILLER CAP AND AIR INLET

A combination oil filler cap and air inlet for rocker arm cover, Group 1.767, Part No. 1528877, has been designed to replace the 1938 type oil filler cap. This part will be available approximately July 1st, at Factory Parts Department only. To install this combination cap on 1937 engines, a 1938 valve rocker arm cover must also be installed, as follows:

40 Series, Group 0.386 Part No. 1294586  
60-80-90 Series, Group 0.386 Part No. 1294586

#### AIR INLET IN ROCKER COVER

The air inlet opening at the rear of the rocker arm cover must be hammered shut and soldered to prevent dust from entering.

#### VENTILATOR INLET

A new crankcase ventilator inlet, Group 1.760, Part No. 1309987 for all 1937 and '38 Series is now available, at Factory Parts Department only. This assembly is filled with copper gauze instead of hair, which provides improved filtration at this point.

The above two new units, air inlet and oil filler cap, and ventilator inlet, are filled with the same type copper gauze as commonly used for air cleaners and require the same cleaning attention. Wash with gasoline and dip in engine oil every time heavy duty cleaner is serviced.

Changes outlined above, with exception of oil filler cap and air inlet, should be made immediately on cars operated in dust areas, and the original filler cap used until the combination cap is available. Several months' operation without an air inlet to the rocker cover will not be injurious to the engine.

A suggested aid for further crankcase protection is to install an AC Kleer Kleen oil filter, obtainable from AC wholesalers. Each filter package contains installation instructions.

Beginning with Series 40, engine number 4-3534043 and Series 60-80-90, engine number 3525209, no center stud is used for holding valve rocker arm cover to cylinder head.

Covers built for engines with center studs may be used on late engines by securely plugging the center hole in cover.

Covers without center hole may be used on engines with center stud by removing that stud. The stud hole is blind tapped.

Studs used for attaching the late type cover to cylinder heads are approximately 3/8" shorter than the studs which were used on rocker covers built for center studs. Therefore, it will be necessary to use the correct studs when interchanging rocker covers.

Cylinder heads on engines built after above numbers are not tapped for center studs. Early or late cylinder heads may be used on any 1938 engines by making above changes.

ROCKER ARM  
COVER STUDS-  
1938

Beginning with Series 40, engine number 4-3534043 and Series 60-80-90, engine number 3525209, no center rocker cover stud is used. On these engines the heater hose bracket should be attached to the front spark plug cover stud. The same bracket as used for attaching to center rocker cover stud previous to the change in rocker covers, is suitable, therefore, heater stocks will not be affected.

HEATER HOSE  
SUPPORT BRACKET  
1938

\*\*\*

Several other production changes were made during 1938. These are not necessarily "late '38," and it is not possible to determine from existing information exactly when they were put in place. Some of these have been discussed before, but it seems appropriate to summarize them here, while we are on the subject.

1. Crankcase Drain Plug. Changed from 18 MM thread to 5/8-18 NC thread. (BPS 2.84, page 78)
2. Hardened Rocker Arms; Shaft and Bracket Change. The hardened versions do not use a bushing. The shaft and bracket change is on 40-series engines only. (BPS 2.84, page 80; pages 92, 93)
3. Pistons. Change in machining. (BPS 2.84, page 80)
4. Elimination of the Octane Selector. This is the device under the distributor with the scale and pointer. (BPS 2.84 page 56)
5. Inverted Bowl Fuel Pump. This is the pump with the filter bowl on top. (BPS 2.84, page 37)
6. Ball Bearing Water Pump. This came fairly well along into 1938 production, and replaced the pump with the bronze bushing and oil cup. (See Vol. V, No. 5, page 24; Vol. III, No. 8, pages 18-22.) Almost all '37 and '38 cars now have the new-style pump, since the bronze bushings wore out.

Reproductions of the Bulletins referred to in Items 1 through 5 above are set forth below. (The water pump Bulletin is too long, and almost everyone has these pumps, anyway.)

**CRANKCASE DRAIN  
PLUG, THREAD  
CHANGE-1938 ALL  
SERIES**

**BPS 2.84  
PAGE 78**

The drain plug used in the lower cylinder crankcase No. 1303249 Series 40, has been changed from an 18 M.M. thread to a 5/8" - 18 Am. Nat. thread.

While the Parts Department will carry only crankcases having the new type drain plug, both first and second type drain plugs and gaskets will be supplied as indicated in the following tabulation:

	<u>Group No.</u>	<u>First Type (18 M.M. Thread)</u>	<u>Second Type (5/8-18 Am.Nat. Thread)</u>
Drain Plug	1.453	No. 1299807	No. 1307235
Gasket	1.456	No. 843350	No. 1307237

The above change will also be made in Series 60, 80 & 90 lower crankcase, No. 1303473, at a later date.

**VALVE ROCKER  
ARMS-HARDENED  
MALLEABLE-1938**

Beginning with Series 40, engine number 4-3445305 and Series 60-80-90 engine number 3405990 malleable rocker arms are used. The new rocker arms do not use a bushing where the rocker arm operates on rocker shaft. Rocker arms, with bushings, as supplied on earlier engines are interchangeable with the new arms and are equally satisfactory in operation.

**PISTONS - 1938  
ALL SERIES**

Changes in certain machining of 1938 pistons were made in production starting with engine number 4-3530562 for the 40 Series and number 3524480 for the 60-80-90 Series. These new design pistons are covered by the following part numbers, as released in the regular Parts Release and Change Notice as of June 1st:

**BPS 2.84  
PAGE 80**

<u>Series 40</u>	<u>Late Design</u>
Standard Piston	Part No. 1394590
.001 Oversize	" " 1394591
.005 Oversize	" " 1394592
.010 Oversize	" " 1394593
.015 Oversize	" " 1394594
.020 Oversize	" " 1394595
.030 Oversize	" " 1394596
<u>Series 60-80-90</u>	
Standard Piston	Part No. 1394597
.001 Oversize	" " 1394598
.005 Oversize	" " 1394599
.010 Oversize	" " 1394600
.015 Oversize	" " 1394601
.020 Oversize	" " 1394602
.030 Oversize	" " 1394603

The first type piston will be supplied through the Parts Department for use only in engines below the numbers given above and in every case the new type piston should be used in late production.

**VALVE ROCKER  
ARM SHAFT &  
BRACKET  
ASSEMBLY, 1938  
SERIES 40**

A revision was made in the #1 and #2 valve rocker arm shaft brackets and also in the lubrication line and fittings from the head to #1 bracket, as illustrated in Figures 77 and 78.



As will be noted in Figure 78, the restricted elbow fitting is no longer used at #1 bracket, also the bracket is not tapped, and the pipe is fitted directly into the bracket. The same bracket is used at #2 location and a self-tapping screw is used to locate the rocker arm shaft. The No. 1308416, is now in the cylinder head and can be distinguished from a common threaded sleeve fitting by the turned groove around the center of the hex.

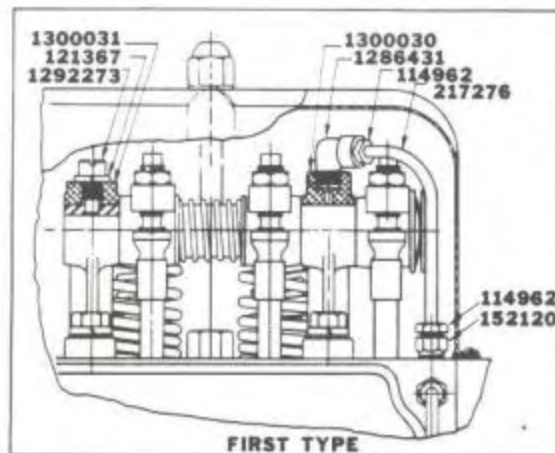


Figure 77

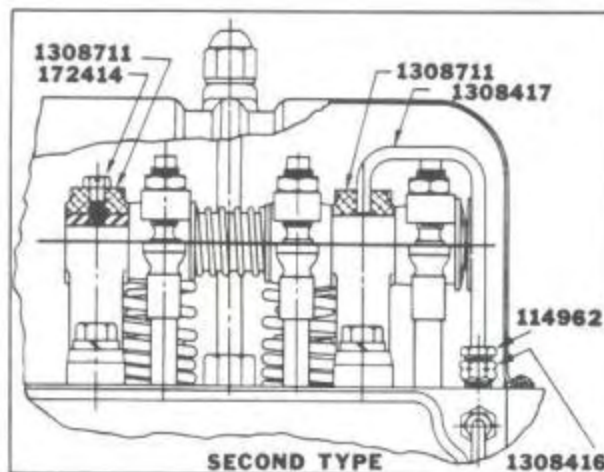


Figure 78

Parts affected are tabulated below:

	Group No.	First Type	Second Type
Valve Rocker Arm Shaft Bracket #1	0.349	#1300030	#1308711
Valve Rocker Arm Shaft Bracket #2	"	#1300031	#1308711
Valve Rocker Arm Shaft Lock Screw	3.066	#1292273	#172414
Lock Washer	"	#121367	None Used
Valve Rocker Arm Shaft Oil Inlet Pipe	8.964	#217276	#1308417
Fitting to Cylinder Head	1.740	#152120	*#1308416
Threaded Sleeve	-	#114962	#114962
Elbow Oil Inlet Pipe in #1 Bracket	1.928	#1286431	None Used
Threaded Sleeve at #1 Bracket	-	#114962	None Used

(\*) This fitting is restricted and replaces the elbow fitting formerly used.

Both first and second type parts will be supplied by the Parts Department.

OCTANE SELECTOR.  
DISCONTINUED -  
1938 ALL SERIES

Due to its infrequent use, the octane selector pointer and scale attachment on the distributor was discontinued in production. This device was used to gauge the advance or retard movement of the distributor when altering the timing for fuels of higher or lower octane rating.

The correct distributor setting for highest performance and maximum mileage for any fuel is best indicated where there is a very light "ping" between 10 and 20 miles per hour, upon accelerating in high gear with the throttle wide open.

Proper setting can be obtained without the pointer and scale by the following procedure:

If spark ping is objectionable, rotate distributor counter clockwise in small steps until desired setting is obtained. If it is desired to use fuel having higher than standard octane rating, the distributor can usually be moved in a clockwise direction until a very light ping is obtained as described above.

CAUTION:

If it is necessary to move the distributor counter clockwise more than a normal amount to remove objectionable ping, it is possible that fuel has been used which caused an abnormal accumulation of carbon and this should be removed before making final distributor setting.

If distributor has been removed be sure to place rotor under #1 terminal on cap and enter gear so that normal timing when checked with synchroscope will be obtained when distributor mounting screws are approximately in center of slots. This will permit adjustment for varied octane fuels.

During 1938 production the fuel pump on Series 40 was replaced with one of new design known as the inverted bowl type. The new pump derives its name from the fact that the filter bowl is inverted, that is, upside down and on top of the pump.

The regular and inverted type pumps are of equal merit and there is no necessity for changing in the field from one type to the other. However, should replacement become necessary, pumps should be replaced with the same type as removed from the car, otherwise it will also be necessary to replace both the pump inlet and outlet pipes.

Part numbers of both first and inverted type fuel pumps are as follows:

	<u>First Type</u>	<u>Inverted Type</u>
Fuel Pump . . . . .	#1521854	#1523703

This change was effective in production on jobs from Engine #4-3477636 to #4-3477699 and again beginning with Engine #4-3477748.

FUEL PUMP.  
INVERTED TYPE  
SYNCHRO MESH -  
1938-40

BPS 2.84  
PAGE 37



Frequently, people ask whether this or that item would result in "points off" at a judged meet. These questions really cannot be answered, because car judging is a subjective and variable thing, and because different organizations use different standards. (For example, once you've gotten past the standard little "gigs" for bolt heads, plastic valve caps and the like, an AACA judge will probably pay less attention to authenticity and more to workmanship than a Buick meet judge.) The material covered by this article is intended to establish the authenticity of certain variations from 1938 "standard" production, as well as it can be established with presently - available sources. If you have any of these variations, documentation may be necessary to avoid "points off."

I would not use any of the late 1938 variations (with certain exceptions, discussed below) unless it was quite clear that either: (1) the car was produced in late June 1938 or after; or (2) the car was that way originally. In most cases, one can only guess at the precise date of production. Unlike 1937, 1938 serial numbers ran in three different sequences for the Flint, South Gate and Linden plants, and comparison of a given 1938 car's serial or engine number with the known beginning numbers often does not reveal much. If the gray engine color is used, I would think the can-type filler cap should also be used, along with the 1939 lettering. Certainly in such a case the two-hole rocker arm cover, the ball-bearing water pump, and the pipe plug block drain would seem appropriate, and the distributor should not have the octane selector. (The other engine variations are pretty much invisible.) Whether you use the trim, steering wheel, and combination fuel pump variations on a late 40-series car is up to you, since these variations were done randomly.

Since the two-hole rocker arm cover came along before the post-June 20, 1938 variations, use of this cover on any '38 engine is probably OK. In any event, it is easy to tell from the cylinder head which cover was used with it, since the later heads do not have a center stud.

Since almost all the bronze-bushing water pumps were replaced with the ball-bearing pump and trashed, the ball-bearing pump is — or should be — considered correct for any 1937 or 1938 engine. Likewise, the "bowl-on-top" fuel pump is, in my opinion, acceptable for any 1938 40-series car. However, I think the older-style pumps are equally correct in both cases, except that, as indicated above, the "new" water pump should be used on gray engines.

Those who want to be a little different might consider the "dusty conditions" modifications for any 1937 or 1938 car (BPS 2.84, page 90), although they seem much more appropriate for 1938 than for 1937. These should only be used with the optional oil bath air cleaner. The accessory AC oil filter — if you can find one — would go well with these modifications.

---

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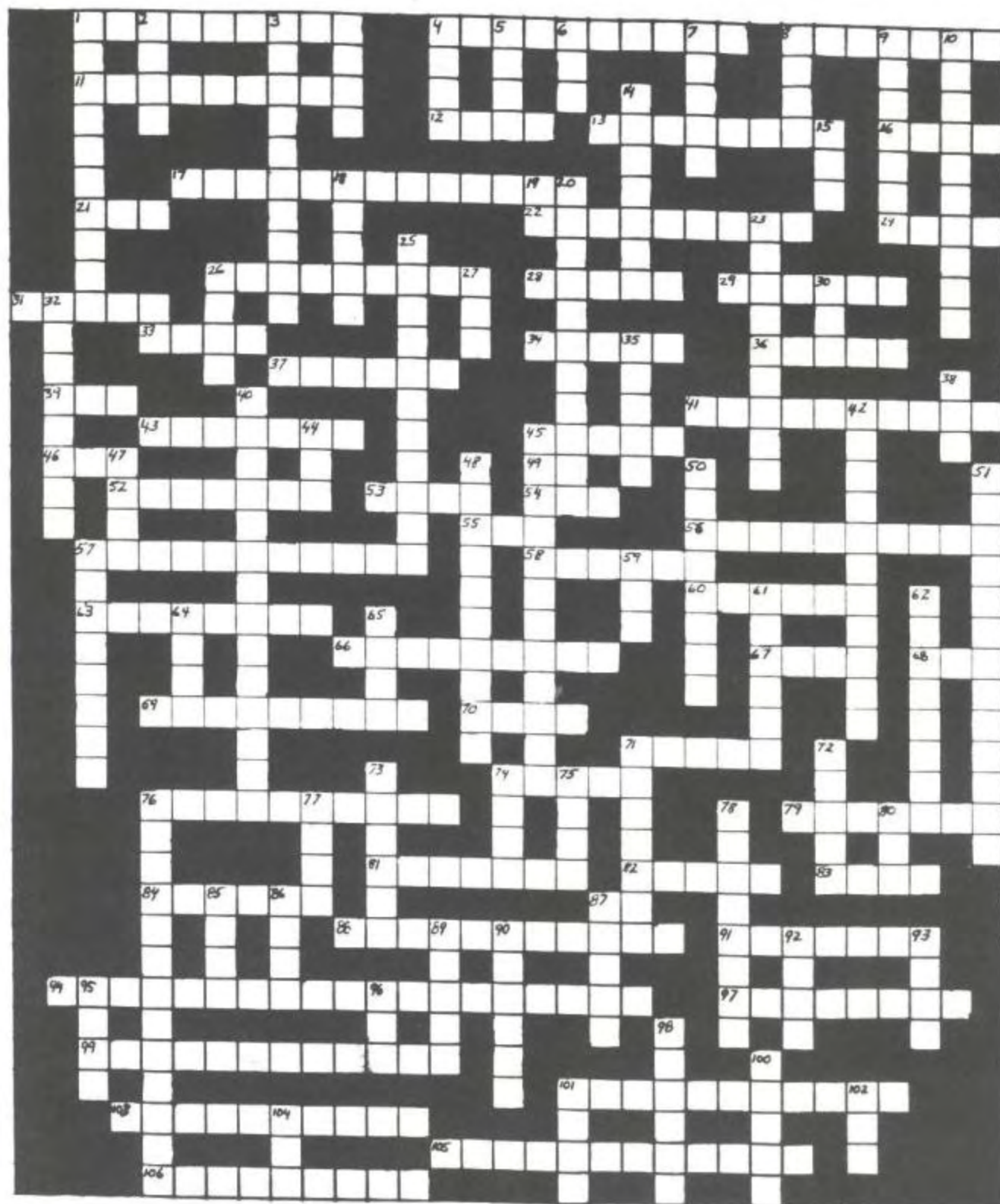


# SOMETHING DIFFERENT

## A BUICK CROSSWORD PUZZLE

by Charles Jekofsky (#524)

(Answer next month if I don't forget it.)



## ACROSS

1. GM roof design
4. upholstery type
8. 60 Series name
11. rear anti-sway bar  
name
12. mounts on rim
13. radio maker
16. "Let's take a \_\_\_\_\_"
17. torque-tube benefit
21. babbitt metal component
22. '38 engine name
24. essence or main point
26. dashboard pattern
28. angle-less than 90°
29. paste lubricant
31. coupe rear seats
33. car key no. (on disc)
34. wiper blade maker
36. Buick body composition
37. carburetor maker
39. cools the radiator
41. front suspension name
43. 40 Series name
45. GM parts maker name
46. cubic inch displacement  
(abbr.)
49. "Good \_\_\_\_\_ Gold"
52. air cleaner style
53. hard, toothed wheel
54. car (female ref.)

55. left dash tray
56. Model 44, 47 name
57. front bumper accessory
58. driving lights maker
60. upholstery type
63. sidemounts equipment term
66. carb air-mix feature (abbr.)
67. metal forming hammer
68. cylindrical fastening pin
69. Series 40-60 centerpoint  
steering
70. location or position
71. checkered pattern
74. \_\_\_\_\_ your destination
76. Model 46S, 66S name
79. 90 Series name
81. \_\_\_\_\_ cord upholstery
82. luggage compartment
83. lock openers
84. Model 81F name
87. \_\_\_\_\_ and from
88. Series 80, 90 steering name
91. window molding
94. front anti-sway bar name
97. '38 cold weather starting  
device name
99. interior anti-theft lock
101. gas-pedal starting name
103. body to frame mounting term
105. auto. transmission name
106. charges the battery

## DOWN

1. encloses driveshaft
2. past tense of "16" across
3. '38 piston design
4. drives the fan
5. smell or scent
6. oil level stick
7. \_\_\_\_\_-out bearing
8. creates plugs' spark
9. Models 41, 48, 61, 68, 81,  
90, 91 name
10. 80 Series name
14. interior ventilation term
15. "If you don't know, \_\_\_\_\_."
18. avoiding traffic snarls
19. identification (abbr.)
20. standard transmission feature
23. another carburetor maker
25. engine valve location
26. white wall tire designation
27. new old stock (abbr.)
30. antenna (abbr.)
32. headlamp bulb designation
35. mounts into glove box door
38. "Call the \_\_\_\_\_ truck!"
40. '38 distributor spark adjust
42. '38 - 4 now used - susp. term
44. right dash tray
47. suicide \_\_\_\_\_
48. oil reservoir
50. fitting parts into complete unit

51. outside door step
57. fuel, petrol
59. oil drain plug housing
61. rear-end gear type
62. dash mounted night reading aid
64. car bath
65. dirt-road grooves
71. Models 40C, 60C, 80C name
72. what THIS club is about
73. folding trunk seat
74. repeat a job
75. battery fluid
77. fan purpose
78. substituted for clock in glove  
box door
80. frozen road condition
85. differential gears (slang)
86. dry climate
87. distributor (archaic)
89. Shangri-La
90. put on new linings
92. contest judging
93. assistance
95. corrosion
96. number of headlamps
98. conflict
100. "Specify a name \_\_\_\_\_."
102. liquid lubricant
104. road surface component



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215/445-6860

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---

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Finleyville, PA 15332



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RFD 3, Box 135  
Hopkinton, NH 03229  
603/746-3718; 224-8321

# Vol. V Index

## THE TORQUE TUBE

1937-37 BUICK CLUB NEWSLETTER INDEX

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September 1986 to August 1987

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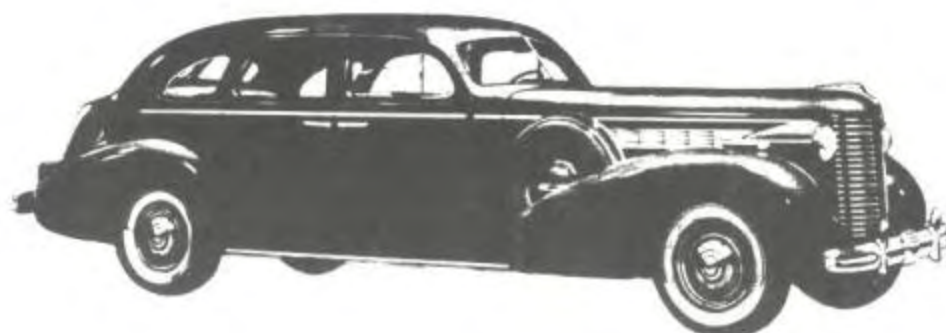
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submitted by Glenn L. Seymour #345  
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B-0229 ..... \$19.50/pr.

1937-38 Support assembly, engine, rear. Replaces #1297662. Revulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pieces total). Allow 3 wks. for delivery. Series 40 only.

B-0235 ..... \$96.00/pr.

1937-38 Support, engine, rear. Revulcanizing service. Replaces #1297662. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of each mount. Allow 3 weeks for this job. Series 80 and 90.

B-0256 ..... \$87.00/pr.

1937-38 Insulator/support, engine, rear at bell housing. Replaces #1297663. New rubber vulcanized to your old steel core. Send in cores and allow 3 weeks. All Series 60.

B-0289 ..... \$87.00/pr.

## ELECTRICAL, EXCEPT LIGHTING

1912-72 Cover, battery clamp. Control unsightly sulphate buildup. Help protect the nearby metal and finish. Good copy from original part.

C-0095 ..... \$7.25/ea.

1925-42 Grommet, spark plug & coil wire at distributor cap outlets. Replaces #120095 for 9 mm wire, earlier years. Replaces #499544 for 7 mm wire for later years. C-0028-B (9 mm wire) ..... \$2.50/ea.

C-0028-C (7 mm wire) ..... \$2.50/ea.

1934-49 Rubber boot, starter solenoid. Replaces #1853345, #1853346, #1884732 and #1884736. Perfect copy of original.

1934-35: Series 40, 60 & 90.

1936-53: All

C-0371 ..... \$9.50/ea.

1936-38 End loop, radio antenna. Cord reinforced rubber with metal grommet per original. Mounted on runningboard on some models.

C-0105 ..... \$11.75/ea.

1936-39 Boot, runningboard antenna wire connection. Some models as required.

C-0212 ..... \$10.00/ea.

1937-49 Grommet, wire harness thru firewall mat. Replaces #1299165. 2" diameter with 2-1/4" O.D. flange.

1937-48: All

1949: Series 40.

B-0166 ..... \$12.50/ea.

## ELECTRICAL, HEADLIGHT

1936-40 Grommet, electric wire through body for head and tail lights. 3/8" I.D. for 11/16" hole. Some models, as required.

B-0047 ..... \$2.50/ea.

## ELECTRICAL, TAIL LIGHT

1936-40 Grommet, electric wire through body for head and tail lights, etc. 3/8" I.D. for 11/16" hole. Some models, as required.

B-0047 ..... \$2.50/ea.

## ELECTRICAL, MISC. LIGHTING

1916-72 Mounting pad stock, continuous for lights, hinges, brackets, and other bright work when no molded pad is available. 1/16" thick with special edge lip to hug brightwork when clamped down. Shape outline to suit. All models.

C-0308 ..... \$3.50/ft.

## FUEL SYSTEM

1937-38 Rubber cover, automatic choke cable at carburetor. Replaces #1861492. Exact copy. All models.

B-0243 ..... \$13.25/ea.

## CLUTCH AND BRAKE PEDAL PADS

1932-40 Pad, brake and clutch pedals full slip-over type as original. Replaces #1257590, #1293479. Close copy, fine detail.

1932: Series 60, 80, 90.

1936: Series 60, 80, 90.

1937-40: Series 80, 90.

B-0049-A (BLACK) ..... \$21.00/pr.

B-0049-B (BROWN) ..... \$25.00/pr.

1934-55 Pad, clutch and brake pedal. Replaces #493728, #1320336, perfect copy, fine detail. Brown known correct for '41 only.

1934-36: Series 40.

1937-39: Series 40 & 60.

1940: All (except Series 80, 90)

1941-47: Ser. 40, 50, 70 (& pkg. brake)

1946-48: All (also used on parking brake)

1948-55: All standard transmission models

B-0054-A (BLACK) ..... \$19.50/pr.

B-0054-B (BROWN) ..... \$22.00/pr.

## MISC. CLUTCH, BRAKE, & TRANS.

1934-38 Gearshift boot. Replaces #553577. Specify color when ordering.

1934-35: Series 40 & 50.

1936-38: Series 40.

B-0035-A (BLACK) ..... \$14.25/ea.

B-0035-B (BROWN) ..... \$17.50/ea.

1937-55 Grommet, clutch and brake pedal floor seal. Replaces #1297900, perfect copy. Most, as required.

B-0066 ..... \$11.75/pr.

## SPRING FITTINGS

1934-40 Bumpers, front spring, lower arm. Replaces #1394226.

1934-35: Series 40.

1936: All

1937-40: Series 80, 90.

C-0215 ..... \$28.50/pr.

1937-38 Insulator ring, front coil spring, top and bottom 4 per car. Series 80 & 90.

B-0306 ..... \$32.50/set

## SUSPENSION PARTS

1934-40 Rebound pad, front suspension, upper arm, on frame. Replaces #1282941. Rubber body, steel core with 5/16" stud.

1934-35: Series 50, 60, 90.

1936-40: Series 80, 90.

B-0083 ..... \$30.50/pr.

1934-40 Front Spring Bumper. New rubber vulcanized onto your original metals. Allow 3 to 4 weeks.

1934-36: Series 40.

1936: Series 50, 80, 90.

1937-40: Series 80, 90.

B-0383 ..... \$52.50/pr.

1937-39 Bumpers, front spring, for upper arm on frame. Replaces #1298323. Series 40 & 60.

C-0329 ..... \$19.50/pr.

1937-40 Bumper, rubber, front suspension, lower arm. Replaces #1312460.

1937-39: Series 40, 60.

1940: Series 40, 50, 60, 70 (exc. 50 & 70 conv't).

B-0125 ..... \$23.00/pr.

1937-62 Dust cover, tie rod ends. Replaces #267026 & 505007. Exact copy.

1937-60: All

1961-62: Specials & Skylark

C-0537 ..... \$4.25/ea.

## STEERING FITTINGS

1937-39 Retainer, front floor mat on steering column (also called steering column floorplate). Replaces #1309217. Series 40 & 60.

B-0260-A (BLACK) ..... \$17.50/ea.

B-0260-B (BROWN) ..... \$21.00/ea.

1937-49 Seal, steering knuckle support, upper pivot pin. Replaces #411817. Four (4) required per car.

1937-39: Series 40 & 60.

1941-49: All (possibly used later years)

B-0199 ..... \$2.25/ea.

## STABILIZER KITS AND FITTINGS

1937-53 Grommet, shock and stabilizer link. Replaces #5325788. 8 per car.

1937-39: Series 40, 60.

1940: Series 40, 50, 60, 70.

1941-53: All

C-0274 ..... \$2.75/ea.

1937-53 Kit, stabilizer bar link assembly replacement, #500906. 22 piece set for both sides of 1 car. front and rear. (order 2 sets if you need both).

FRONT:

1938-39: Series 40, 60.

1940: Series 40, 50, 60, 70.

1941-53: All Series.

REAR:

1940-41: Series 40, 50, 60, 70.

C-0567 ..... \$26.00/set



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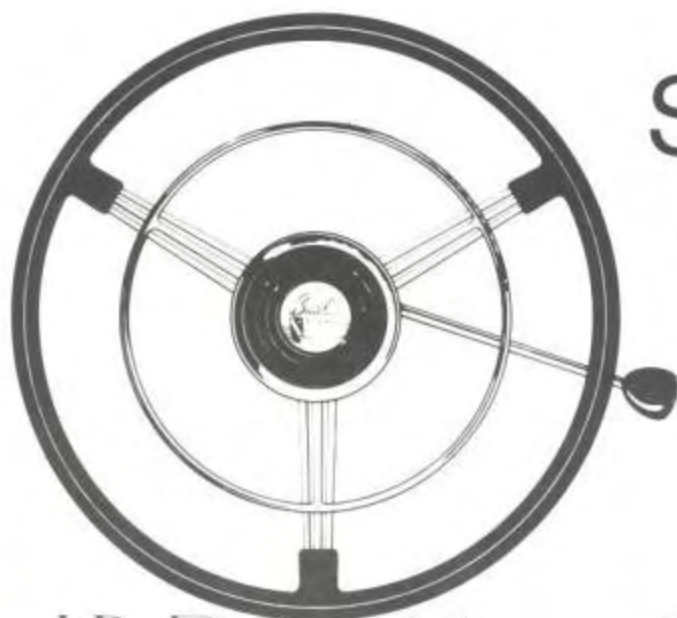
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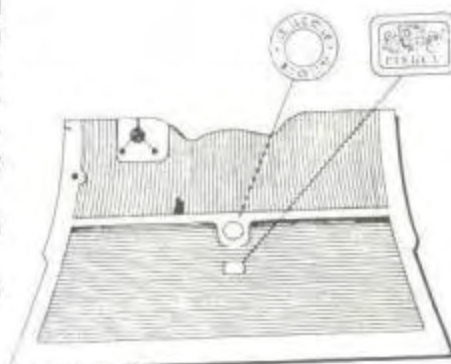
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- 1937-38 INSTRUMENT GLASS SILK SCREENED LETTERING D6-31 \$ 26.EA. CLOCK GLASS \$16 EA. RADIO GLASS \$16 EA.
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- 1938 A FULL NEWSPAPER SIZE SALES FOLDER SHOWING MANY INTERIOR & ACCESSORY DETAILS OF THE NEW 1938 BUICK. 15"X 23" SL-38 \$6.
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# One Last Page



## DIG THE DUDS ON THAT DUDE!

Yes, I know it's not a '37 or '38 Buick, but I thought you'd enjoy this old photo. Some years ago, my wife bought a box of old picture frames at a garage sale. Looking through the box recently, she found this picture. If you think your teen-agers wear funny clothes, don't let them see this guy: you'll never hear the end of it. Of course I have no idea who these people are (or were) and what they were up to that day. You can decide for yourself. If you cannot identify the make of car, you flunk out. The year is a bit harder, perhaps even impossible; I can get no further than to three or four possibilities.



